

# Harland Sharp<sup>TM</sup>

## Roller Rocker Arms



**Made in USA**



# Rocker Arm Styles



The Original Series roller rocker arm is the flagship product of Harland Sharp. It is based on Harland Sharp's original aluminum rocker design for competition engines. It incorporates the race proven enhancements that have been developed during 50 years of focus on perfecting the roller rocker arm design. The Original Series features improved strength, performance and lighter weight over conventional rocker arm designs. Harland Sharp uses the latest manufacturing technology and the finest "Made in USA" materials. When your adding performance to your street machine or building a serious racer, the Original Series is the rocker arm recommended for you.



The Diamond Series by Harland Sharp is the most recent addition to the Harland Sharp family of roller rocker arms. By literally "cutting off" the corners we were able to eliminate over 100 grams of weight. The Diamond Series is the perfect solution for any engine builder or racer looking to build a truly lightweight, yet "Harland Sharp Dependable" high performance valve train. By improving upon our Original Series and making it even lighter, the Diamond Series is a sure fire way to increase your engines net horsepower.



Harland Sharp's new Heavy Duty Series roller rocker arms utilize similar design concepts, materials and attention to machining quality as the Original Series. These rockers are specifically designed for the heavy spring pressure and the high lift geometry of highly modified engines. The Heavy Duty Series rockers are engineered with wider bodies resulting in increased strength and longevity. When your engine requires extra durability, rely on the Harland Sharp Heavy Duty Series.



Harland Sharp's needle bearing, single shaft mount, rockers for Chrysler are like no other on the market. The only shaft rocker of this style to feature heavy duty needle bearing fulcrums matched with specially heat treated, heavy wall, rocker shafts. Harland Sharp Mopar kits are designed for extreme applications. The 7/16-20 x 5/16 ball adjusters are designed for use with the factory style pushrods, length to be determined after you have rockers installed. Kits include rocker arms, shafts, spacers, hold down clamps, adjusters and nuts.



Eliminate stud flex and help prevent stud breakage by stabilizing your valve train with a Harland Sharp stud girdle, precision CNC-machined from premium 6061-T6 aluminum and anodized to resist corrosion. Spring-loaded Harland Sharp girdle bars offer easy installation and quick adjustment.



Don't trust your custom engine investment to just any rocker manufacturer. If you're designing your own cylinder head, have a non-standard head, or just can't find the right rocker for your special applications, contact Harland Sharp. Harland's technical experts and highly trained machinists will custom engineer rockers to meet your unique specifications. Send in a cylinder head and valves and Harland Sharp will take care of the rest. As a leader and innovator in rocker arm design you can trust Harland Sharp to design tailored solutions for your non-standard or precision cylinder head requirements.

# AMC

# Buick

## Stud - AMC V8

Model Year: 1966-1991 Engine Size: 290-401

### Part # and Ratios: 3/8 Stud

S4004	1.6:1
SD4004	1.6:1
SH4004	1.6:1



### Part # and Ratios: 7/16 Stud

S4004-7	1.6:1
S4004-77	1.7:1
SD4004-7	1.6:1
SH4004-7	1.6:1

Cannot use factory style bottleneck studs. Pre 1974 heads need to install a 3/8 or 7/16 straight rocker arm stud in place of the factory bottleneck style. 1974-'91 Must machine head for guideplates, drill and tap for 3/8 or 7/16 rocker studs.

## Stud - AMC/Jeep Inline 6 3/8 Stud

Model Year: 1987-2005 Engine Size: 4.0L

### Part # and Ratios:

S4096 1.6:1

Requires the installation of a 3/8 x 3/8 rocker stud and guideplate setup. You will need to machine .400 off rocker arm boss and drill and tap for appropriate size rocker stud.

## Pedestal - AMC/Jeep Inline 6 5/16 Bolt

Model Year: 1987-2005 Engine Size: 4.0L

### Part # and Ratios:

S40196	1.6:1
S40196A	1.6:1 (Adjustable)

Fits under stock valve cover. Designed to be a direct replacement for factory rockers. Adjustable rockers require a valve spacer and shorter pushrods.

## Pedestal - AMC V8 5/16 Bolt

Model Year: 1974-1991 Engine Size: 290-401

### Part # and Ratios:

S40046A	1.6:1	Original
SH40046A	1.6:1	(Adjustable) Heavyduty

Rockers are adjustable and may require a different length pushrod. Adjustable rockers require a valve spacer and shorter pushrods.

## Shaft - AMC V8

Model Year: 1966-1991 Engine Size: 290-401

### Part # and Ratios:

S94016K	1.6:1
S94026K	1.6:1

Designed for production heads Only. Requires head to be machined for 7/16-14 stand bolts. Other race applications available, call for details.

## Shaft - Big Block Buick V8 13/16 Shaft Diameter

Model Year: 1967-1976 Engine Size: 400-455

### Part # and Ratios:

S60555K	1.55:1
S60560K	1.6:1
S60565K	1.65:1



Designed for production heads only.

## Shaft - Buick V6 13/16 Shaft Diameter

Model Year: 1978-1988 Engine Size: 3.8L

### Part # and Ratios:

S60355K	1.55:1
S60360K	1.6:1
S60365K	1.65:1

Designed for production heads only. 1985-'88 Head will require stand clearancing.

# Chevrolet

## Stud - Small Block Chevrolet V8 3/8 Stud

Model Year: 1955-1999 Engine Size: 262-400

### Part # and Ratios:

S1001	1.5:1
S1002	1.6:1
S1003	1.65:1
S1012	1.5/1.6:1
SD1001	1.5:1
SD1002	1.6:1
SD1003	1.65:1
SH1001	1.5:1
SH1002	1.6:1
SH1003	1.65:1
S1009	1.7:1 (Special Order)
S1010	1.35:1 (SBC Break In/ Special Order)



SBC Applications with centerbolt valve covers can use the Original and Diamond Series 3/8 rockers without any modifications to the valve covers. SBC Applications using the late model self-aligning cylinder heads need to install pushrod guideplates.

SBC Applications that have the pushrods guided in the head, will need to machine pushrod clearance if you want to use a 1.6:1 or higher ratio rocker arm.

Original & Diamond series 3/8 rockers will clear 1.450 valve springs. Original & Diamond series 7/16 and Heavy Duty 3/8 rockers will clear 1.560 valve springs.

Heavy Duty 7/16 rockers will clear 1.630 valve springs.



### Stud - Small Block Chevrolet V8 7/16 Stud

Model Year: 1955-1999 Engine Size: 262-400

#### Part # and Ratios:

- S1004 1.5:1
- S1005 1.6:1
- S1006 1.65:1
- S1045 1.5/1.6:1
- SD1004 1.5:1
- SD1005 1.6:1
- SD1006 1.65:1
- SH1004 1.5:1
- SH1005 1.6:1
- SH1006 1.65:1
- S1007 1.7:1 (Special Order)
- S1008 1.35:1 (SBC Break In/ Special Order)



SBC Applications with centerbolt valve covers can use the Original and Diamond Series 3/8 rockers without any modifications to the valve covers. SBC Applications using the late model self-aligning cylinder heads need to install pushrod guideplates.

SBC Applications that have the pushrods guided in the head, will need to machine pushrod clearance if you want to use a 1.6:1 or higher ratio rocker arm.

Original & Diamond series 3/8 rockers will clear 1.450 valve springs.

Original & Diamond series 7/16 and Heavy Duty 3/8 rockers will clear 1.560 valve springs.

Heavy Duty 7/16 rockers will clear 1.630 valve springs.

### Stud - Small Block Chevy V8 (AFR 227/235) 7/16 Stud

Model Year: 1955-1999 Engine Size: 262-400

#### Part # and Ratios:

- S1004-050 1.5:1
- S1005-050 1.6:1
- S1006-050 1.65:1
- S1004-150 1.5:1
- S1005-150 1.6:1
- S1006-150 1.65:1
- S1004-250 1.5:1
- S1005-250 1.6:1
- S1006-250 1.65:1

The set includes 8 straight exhaust and 4 left & 4 right offset intake rockers.

Standard offsets are .050, .150 & .250 offset. Additional offsets available.

Please specify when ordering.

### Stud - Big Block Chevrolet V8 7/16 Stud

Model Year: 1965-2000 Engine Size: 396-454

#### Part # and Ratios:

- S2001 1.7:1
- S2002 1.8:1
- S2012 1.7/1.8:1
- SD2001 1.7:1
- SD2002 1.8:1
- SH2001 1.7:1
- SH2002 1.8:1
- S2001 1.48:1 (BBC Break In/ Special Order)



Original rockers clear 1.630 Valve Springs and handle spring pressures up to 900lbs.

Heavy Duty rockers are designed to handle spring pressures up to 1100lbs.

Diamond Series work great with stud girdles & applications requiring stock valve covers.

### Stud - Small Block Chevy Canfield 7/16 Stud

Model Year: 1955-1999 Engine Size: 262-400

#### Part # and Ratios:

- S1014 1.5:1 (Canfield 225)
- S1015 1.6:1 (Canfield 226)
- S1016 1.65:1 (Canfield 227)

The set includes 8 straight exhaust and 4 left & 4 right .150 offset intake rockers. The roller tips have also been relocated for use with the .100 taller valves that come in the head.

### Stud - Chevy Inline 6 (Only 12 Pieces)

Model Year: 1962-1984 Engine Size: 194-292

#### Part # and Ratios:

- S3002 1.75:1 3/8 Stud
- S3002-7 1.75:1 7/16 Stud

Also fits Chevrolet Inline 4 1962-'84 153

### Stud - Chevrolet Corvair (Only 12 Pieces) 3/8 Stud

#### Part # and Ratios:

- SC110 1.58:1 (Corvair 110)
- SC140 1.58:1 (Corvair 140)

Designed for 1965-'69 164, 110HP & 140HP Engines

### Pedestal - GM V8 Gen III 8 MM Bolt

Model Year: 1997-2004 Engine Size: LS1/LS2/LS6

#### Part # and Ratios:

- SLS17 1.7:1
- SLS17A 1.7:1 (Adjustable)
- SLS18 1.8:1
- SLS18A 1.8:1 (Adjustable)



Fits under stock Valve Cover

These GM pedestal mount rockers are designed to be a direct replacement for the factory rocker system. If you change the Cam or alter the engine any other way be sure to check your rocker arm geometry because it may have changed as well.

\*SLS17A & SLS18A rockers are adjustable and require shorter pushrods.

### Technical Notes

#### How much lift will I get with a 1.6:1 ratio versus a 1.5:1 ratio rocker?

The Amount of lift at the valve is determined by the amount of cam lobe lift.

If your lift with a 1.5:1 rocker is .600" at the valve, your lift with a 1.6:1 rocker will be .640".

A simple formula is  $.600"/1.5:1 = .400"$   
(cam lobe lift) X 1.6:1 = .640" (gross lift).  
The increase lift would be .040".

# Chevrolet

# Chrysler

## Shaft - Small Block Chevy 5/8" Shaft Diameter

Part # and Ratios:

S91015K	1.5:1	AFR 227
S91016K	1.6:1	AFR 227
S91025K	1.5:1	Brodix Track 1
S91026K	1.6:1	Brodix Track 1
S91035K	1.5:1	Brodix 18X
S91036K	1.6:1	Brodix 18X
S91045K	1.5:1	Dart Pro 1
S91046K	1.6:1	Dart Pro 1
S91055K	1.5:1	Dart 220
S91056K	1.6:1	Dart 220
S91065K	1.5:1	GM Cast Iron 23 Degree
S91066K	1.6:1	GM Cast Iron 23 Degree

## Small Block Chevy 9/16" Shaft Diameter

Part # and Ratios:

S91407K	1.7:1	Gen III GM LS1 Applications
S91507K	1.7:1	Gen IV L92, requires machine clearance for rockers

## Big Block Chevy 5/8" Shaft Diameter

Part # and Ratios:

S92017K	1.7:1	Brodix BB2 Plus
S92018K	1.8:1	Brodix BB2 Plus
S92027K	1.7:1	Brodix BB2 Extra
S92028K	1.8:1	Brodix BB2 Extra
S92037K	1.7:1	Brodix BB3
S92038K	1.8:1	Brodix BB3
S92047K	1.7:1	Brodix BB3 Extra
S92048K	1.8:1	Brodix BB3 Extra
S92057K	1.7:1	Dart Pro 1 CNC
S92058K	1.8:1	Dart Pro 1 CNC
S92067K	1.7:1	Dart Pro 1 CNC 355
S92068K	1.8:1	Dart Pro 1 CNC 355
S92077K	1.7:1	Dart 320/360 Race
S92078K	1.8:1	Dart 320/360 Race
S92087K	1.7:1	GM Cast Iron
S92088K	1.8:1	GM Cast Iron
S92097K	1.7:1	BMF 350
S92098K	1.8:1	BMF 350

Harland Sharp Chevy Shaft rockers are non-stocking items. Since we have encountered so many variables that affect the way the system works, we prefer to make them to the customer's specifications. Please allow 2-4 weeks for your order to be processed. Our shaft rockers are made from billet rectangular bar stock. The stands are made out of aluminum, however steel stands are available.

Please allow 4-6 weeks to process when ordering steel stands.

In order to properly build your shaft rocker system we need to know the following information: cylinder head your using, length of valves your using and the rocker ratio you would like to use.



## Shaft - Big Block Mopar V8 7/8" Shaft Diameter

Model Year: 1959 - 1978

Engine Size: "B" & "RB" 350-440

Part # and Ratios:

S70015K	1.5:1	(Std. BB Kit)
S70016K	1.6:1	(Std. BB Kit)
S70015KE	1.5:1	(BB Kit for Edel. Performer RPM)

Engine Size: Stage V - Stage VI

Part # and Ratios:

S70015SVK	1.5:1	(BB Kit for Stage VI Max Wedge)
S70016SVK	1.6:1	(BB Kit for Stage VI Max Wedge)

Engine Size: Brodix B1BS

Part # and Ratios:

S70015B1K	1.5:1	(BB Kit for Brodix B1BS)
S70016B1K	1.6:1	(BB Kit for Brodix B1BS)

Engine Size: Edelbrock Victor

Part # and Ratios:

S70015EVK	1.5:1	(BB Kit for Edel. Victor)
S70016EVK	1.6:1	(BB Kit for Edel. Victor)

Engine Size: Indy 440-1

Part # and Ratios:

S70015ZIK	1.5:1	(BB Kit for Indy 440-1)
S70016ZIK	1.6:1	(BB Kit for Indy 440-1)

## Shaft - Small Block Mopar V8 7/8" Shaft Diameter

Model Year: 1964 - 1991

Engine Size: "LA" 273-360

Part # and Ratios:

S70025K	1.5:1	(Std. SB Kit)
S70026K	1.6:1	(Std. SB Kit)

Engine Size: Chrysler Trans Am Heads

Part # and Ratios:

S70025TAK	1.5:1	(SB Kit for TA)
S70026TAK	1.6:1	(SB Kit for TA)

Engine Size: Chrysler W2 Econo Heads

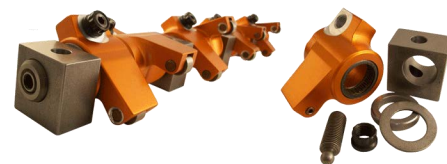
Part # and Ratios:

S70025WEK	1.5:1	(SB. Kit for W2 Econo)
S70026WEK	1.6:1	(SB. Kit for W2 Econo)

Engine Size: W2/W5 Race (.180 Offset Shafts)

Part # and Ratios:

S70025W2K	1.5:1	(SB. Kit for W2 Race)
S70026W2K	1.6:1	(SB. Kit for W2 Race)





### Stud - Dodge 5.2/5.9 Magnum V8 3/8 Stud

Model Year: 1992 - 2003 Engine Size: 5.2L & 5.9L

#### Part # and Ratios:

S7306 1.6:1  
S7307 1.7:1

Requires installation of 3/8 stud and guideplate conversion kit.

### Pedestal - Dodge Viper V10 3/8 Stud

Model Year: 1992- Present Engine Size: Viper V10

#### Part # and Ratios:

S71017A 1.7:1

Fits under stock valve cover.

Adjustable rocker system is designed to replace factory rocker arms.



### Pedestal - 5.2/5.9 Magnum V8 5/16 Bolt

Model Year: 1962 - 2003 Engine Size: 5.2/5.9L

#### Part # and Ratios:

S70036 1.6:1  
S70036A 1.6:1 (Adjustable)  
S70037 1.7:1  
S70037A 1.7:1 (Adjustable)

Fits under stock valve cover

Designed to be a direct replacement for factory rockers

\*Adjustable rockers require shorter pushrods

### Pedestal - 3.9 Magnum V6 5/16 Bolt

Model Year: 1992 - 2003 Engine Size: 3.9L

#### Part # and Ratios:

S70046 1.6:1  
S70047 1.7:1

Fits under stock valve cover

Designed to be a direct replacement for factory rockers.



### Stud - Small Block Ford (Head Specific) 7/16 Stud

Engine Size: Edelbrock Victor Jr., RHS

#### Part # and Ratios:

S4102 1.6:1  
S4103 1.7:1

Engine Size: TFS Highport

#### Part # and Ratios:

S4202 1.6:1  
S4203 1.7:1

Engine Size: TFS Twisted Wedge/ Twisted Street

#### Part # and Ratios:

S4302 1.6:1  
S4303 1.7:1

Engine Size: TFS Twisted Race/ TFS "R"

#### Part # and Ratios:

S4402 1.6:1  
S4403 1.7:1

Engine Size: Brodix T1F

#### Part # and Ratios:

S4502 1.6:1  
S4503 1.7:1



Engine Size: AFR 185-205-225

#### Part # and Ratios:

S4602 1.6:1  
S4603 1.7:1

Designed like no other rockers on the market. Our head specific rockers won't wear out your valve guides. They eliminate more friction than standard rockers thus creating maximum horsepower for your SBF application. Also available in 1.5:1 ratio or 3/8 stud.

### Stud - Big Block Ford V8 7/16 Stud

Model Year: 1968-1997 Engine Size: 370-460, Boss 302 & 351C

#### Part # and Ratios:

S4005 1.73:1  
SD4005 1.73:1  
SH4005 1.73:1

All heads require machining of rocker bosses and drilling and tapping for 7/16 rocker studs. Must also install guideplates.

#### Installation Tips

Soak the rockers in 30 weight oil for ½ hour. Molly coat roller tips and the ball tip on the adjuster. Pushrod length adjuster should not exceed more than 2 threads out of the bottom of the rocker arm. Do not exceed 20 ft/lbs torque when locking adjuster in place.

### Stud - Small Block Ford V8

Model Year: 1962-2000 Engine Size: 221-302, 351W

#### Part # and Ratios: 3/8 Stud

S4003 1.6:1  
SD4003 1.6:1  
SH4003 1.6:1

#### Part # and Ratios: 7/16 Stud

S4003-7 1.6:1  
S4003-77 1.7:1  
SD4003-7 1.6:1  
SH4003-7 1.6:1



Pre 1966 Heads must have a straight 3/8 or 7/16 rocker studs & guideplates.

1966-'00 Must machine head for guideplates and drill and tap for 3/8 or 7/16 rocker studs.





### Stud - Ford Inline 6

(Only 12 Pieces)

Model Year: 1964-1996 Engine Size: 240-300

Part # and Ratios:

S4002 1.6:1 3/8 Stud  
S4002-7 1.6:1 7/16 Stud

### Stud - Big Block Ford (Head Specific)

7/16 Stud

Engine Size: Super Cobra Jet Heads

Part # and Ratios:

S4073 1.73:1

### Pedestal - Ford 3.8L V6

8 MM Bolt

Model Year: 1982-2008 Engine Size: 3.8L-4.2L

Part # and Ratios:

S40018 1.8:1  
S40018A 1.8:1 (Adjustable)  
S40173 1.73:1  
S40173A 1.73:1 (Adjustable)

Fits under stock Valve Cover

Designed to be a direct replacement for factory rockers.



### Pedestal - Ford V8

5/16 Bolt

Model Year: 1966-2000 Engine Size: 221-302, 351W, 5.0 SHO

Part # and Ratios:

S40076A 1.6:1 Original  
SH40076A 1.6:1 (Adjustable) Heavyduty

Fits under stock Valve Cover

Rockers are adjustable and may require a different length pushrod.

### Shaft - FE Ford V8

8 MM Bolt

Model Year: 1958-1976 Engine Size: 332-428

Part # and Ratios:

S4006B 1.76:1  
S4006BK 1.76:1  
S4006BKE 1.76:1  
S4006NBK 1.76:1 5/8" Shaft Diameter

The Ford "FE" is back, and Harland Sharp has you covered for all your rocker arm needs. Whether your building a nostalgic FE or a new style engine with Edelbrock heads we have you covered. Our bronze bushed rocker system features an iolite bushing that reduces friction on the shaft. We strongly recommend purchasing our rocker kit which includes, rockers, shafts, stands, and solid spacers. If your spring pressure exceeds 350lbs. Open, we also suggest upgrading to our end stand assembly, to prevent shaft breakage.

\*If you're building a high rpm, high spring pressure, and high lift engine, you may want to consider our 7/8 shaft and needle bearing assembly.



### Shaft - Small Block Ford (Head Specific)

5/8" Shaft Diameter

Engine Size: Edelbrock Victor Jr., RHS Heads

Part # and Ratios:

S90016K 1.6:1  
S90017K 1.7:1

Engine Size: TFS Highport Heads and Canfield Heads

Part # and Ratios:

S90026K 1.6:1  
S90027K 1.7:1

Engine Size: TFS Twisted Race/ TFS "R" Heads

Part # and Ratios:

S90036K 1.6:1  
S90037K 1.7:1

Engine Size: TFS Twisted Wedge/Twisted Street Heads

Part # and Ratios:

S90046K 1.6:1  
S90047K 1.7:1

Engine Size: Brodix T1F Heads

Part # and Ratios:

S90056K 1.6:1  
S90057K 1.7:1

Engine Size: AFR 185-205-225 Heads

Part # and Ratios:

S90066K 1.6:1  
S90067K 1.7:1

Engine Size: SBF Canfield Heads

Part # and Ratios:

S90076K 1.6:1  
S90077K 1.7:1

Engine Size: Ford Racing Z304

Part # and Ratios:

S90086K 1.6:1  
S90087K 1.7:1

Engine Size: Edelbrock Victor Glidden Heads

Part # and Ratios:

S90117K 1.7:1  
S90118K 1.8:1

Small Block Ford shaft rockers are designed to bolt on to the out of the box cylinder heads. If you have altered the head in any way you may need to modify or adjust the stands to proper geometry.

Pushrod length will also need to be checked after receiving the rockers.

Please allow 2-4 weeks for processing your order.



# Olds, Pontiac

# Pro Stud Girdles

**Stud - Pontiac V8**      7/16 Stud  
 Model Year: 1955-1981      Engine Size: 260-455

Part # and Ratios:  
 S6001      1.6:1  
 S6001-65      1.65:1  
 SD6001      1.6:1  
 SD6001-65      1.65:1  
 SH6001      1.6:1  
 SH6001-65      1.65:1

Can not use factory style bottleneck studs. Must install 7/16 rocker arm studs.

**Stud - Pontiac V8 HD**      7/16 Stud  
 Model Year: 1955-1981      Engine Size: Ram Air V

Part # and Ratios:  
 S6002      1.65:1

**Stud - Oldsmobile V8**      7/16 Stud  
 Model Year: 1964-1990      Engine Size: 260-455

Part # and Ratios:  
 S5001      1.6:1  
 SD5001      1.6:1  
 SH5001      1.6:1  
 S5016      1.6:1  
 S5017      1.7:1

Must machine head for guideplates and drill and tap for 7/16 rocker stud.  
 Also need to machine pushrod holes out to 9/16.

**Stud - Oldsmobile V8**      7/16 Stud  
 Engine Size: Edelbrock Performer RPM

Part # and Ratios:  
 S5003      1.6:1

When using our head specific rockers, make sure you check your pushrod length after you have the rockers to ensure proper valvetrain geometry.

**Pedestal - Oldsmobile V8**      5/16 Bolt  
 Model Year: 1964-1990      Engine Size: 260-455

Part # and Ratios:  
 S50026A      1.6:1      Original  
 SH50026A      1.6:1      Heavyduty

Rockers are adjustable and may require a different length pushrod.



## Small Block Chevy

Part # and Stud:  
 G1100      7/16      Standard Stud Spacing  
 G1100-38      3/8      Standard Stud spacing  
 G1106      7/16      AFR 227 Head

## Big Block Chevy

Part # and Stud:  
 G1113      7/16      Standard Stud Spacing  
 G1114      7/16      GM Bowtie, Dart, Merlin  
 G1116      7/16      Standard Stud Spacing + 1/4" Tall

## Small Block Ford

Part # and Stud:  
 G4400      7/16      Standard Stud Spacing  
 G4400-38      3/8      Standard Stud Spacing  
 G4401      7/16      Edel. Victor Jr. & Performer RPM  
 G4402      7/16      Trickflow Highport & Canfield Ford  
 G4403      7/16      Trickflow Twisted Wedge Street  
 G4403-38      3/8      Trickflow Twisted Wedge Street  
 G4404      7/16      Trickflow Twisted Wedge "R"

## Big Block Ford

Part # and Stud:  
 G1145      7/16      Iron & Aluminum CJ  
 G1147      7/16      A-460 (SVO,TFS,etc) Aluminum



# Service Parts

## Adjusters & Nuts

Part # and Qty:  
 MA716K      4      7/16-20 x 1.100, 5/16 Ball, Mopar  
 FA716K      4      7/16-20 x 1.200, 3/8 Ball, Ford "FE"  
 71620SK      4      7/16-20 x 1.100, 5/16 Cup  
 71620LK      4      7/16-20 x 1.250, 5/16 Cup  
 3824SK      4      3/8-24 x .625, 5/16 Cup  
 3824LK      4      3/8-24 x .750, 5/16 Cup  
 JN3910K      4      3/8 x 12pt. Jam Nut  
 JN3912K      4      3/8 x 6pt. Flange Nut  
 JN3913K      4      7/16 x 12pt. Jam Nut







# Service Parts

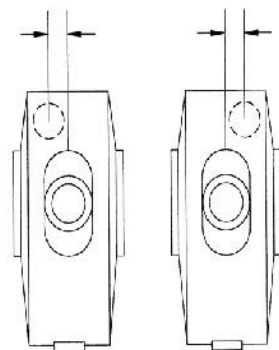
**Spacer:** (Sold in Packs of 4)

Part #	Description
SP031K	.031 x .875 ID Spacer
SP047K	.047 X .875 ID Spacer
SP062K	.062 X .875 IS Spacer
SP125K	.125 X .875 ID Spacer
SP235K	.235 X .875 ID Spacer
SP450K	.450 X .875 ID Spacer
SP485K	.485 X .875 ID Spacer
SP700K	.700 X .875 ID Spacer



Note: When ordering look at the rockers from the top (flat side up) with the roller towards you, the diagram shows how offsets are determined.

Offsets are available for all part numbers.  
Stud style rockers up to .250" inch.  
Shaft style (Mopar) up to .875" inch.



Note: When ordering sets specify the letter S before the part # (S1001).

Note: When ordering pcs. specify the Dash 1 after the part # (1001-1).

Note: Polylocks are included with sets and individual pcs.

**Stands:** (Sold in Packs of 4)

Part #	Description
OCBW2K	On Center shaft stands
100BW2K	.100 Offset shaft stands
180BW2K	.180 Offset shaft stands



**Ford FE:**

Part #	Qty.	Description
406BSPK	set	Ford "FE" Spacer Kit
406BSK	4	Ford "FE" Center Stand Set
406BEK	4	Ford "FE" End Stand Set

**Stud Girdle Nuts:** (Sold in Packs of 4)

Part #	Description
PL3800K	3/8 X 2.0, .550 Base
PL3750K	7/16 X 2.0, .550 Base
PL3751K	7/16 X 2.2, .550 Base
PL3752K	7/16 X 2.6, .550 Base
PL3760K	7/16 X 2.0, .600 Base
PL3761K	7/16 X 2.2, .600 Base
PL3762K	7/16 X 2.6, .600 Base

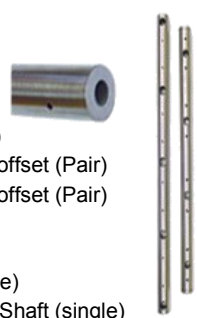


**Polylocks:** (Sold in Packs of 4)

PL038K	3/8 X 1.0, .550 Base
PL716K	7/16 X 1.12, .600 Base

**Shafts:**

Part #	Description
PR4006S	Ford FE Shaft .841D (Pair)
PR7001-78	Big Block Mopar "B" Shaft (Pair)
PR7002-78	Small Block Mopar "LA" Shaft (Pair)
PR7002-78E	Small Block Mopar "LA" Shaft .100 offset (Pair)
PR7002W280	Small Block Mopar "LA" Shaft .180 offset (Pair)
4006S-1	Ford FE Shaft .841 D (Single Shaft)
7001-78-1	Big Block Mopar "B" Shaft (single)
7002-78-1	Small Block Mopar "LA" Shaft (single)
7002-78E-1	Small Block Mopar "LA" .100 offset Shaft (single)



**Hold Down Clamps:**

Part #	Description
HDC7001	Big Block Mopar "B" Hold downs (Set of 10)
HDC7002	Small Block Mopar "LA" Hold Downs (Set of 10)
BK7001	Big Block Mopar "B" Bolt Kit